



People...Partnership...Performance

Our vision:

By focusing on **People** working collaboratively in full **Partnership**, we will achieve **Performance** for:
“Keeping the U.S. Coast Guard the world’s best ...properly equipped and fully prepared to meet every maritime challenge of the 21st Century.”

DEEPWATER ASSETS DEPLOY TO THE PERSIAN GULF IN SUPPORT OF OPERATION ENDURING FREEDOM

On Friday, January 3, 2003, Defense Secretary Donald H. Rumsfeld signed orders for nearly 35,000 U.S. troops to deploy for a possible war against Iraq.

Of those troops, more than 170 U.S. Coast Guard sailors from the Pacific Area Command in Alameda, California departed for the Persian Gulf on January 3rd in support of Operation Enduring Freedom, the Global War on Terrorism, and future contingencies.

Transiting with the USS TARAWA Amphibious Ready Group (ARG), the 378-foot Coast Guard cutter BOUTWELL is expected to arrive in the North Arabian Sea in early February.

The operational control of the BOUTWELL will belong to the Navy. Coast Guard sailors will board ships to check for compliance and work on other unspecified national defense missions.

The men and women of the Coast Guard are trained in United States laws and regulations as well as United Nations sanctions. Their maritime and military force expertise is vital to America’s national security in this theater.

In past naval operations, Coast Guard units supported the Department of Defense (DoD) by

conducting port security and force protection missions as well as Maritime Interdiction Operations in the North Arabian Sea.

Also in support of Operation Enduring Freedom, the Commandant has approved the deployment of eight 110-foot patrol boats. The following cutters are scheduled to deploy:

- USCGC GRAND ISLE – Gloucester, MA
- USCGC BAINBRIDGE ISLAND – Sandy Hook, NJ
- USCGC PEA ISLAND – St. Petersburg, FL
- USCGC KNIGHT ISLAND – St. Petersburg, FL
- USCGC WRANGELL – South Portland, ME
- USCGC ADAK – Sandy Hook, NJ
- USCGC AQUIDNECK – Atlantic Beach, NC
- USCGC BARANOF – Miami, FL

The high endurance 378-foot cutter class is approaching the end of its planned service life and is in need of technological enhancements to fulfill maritime challenges of the 21st century. For this reason, the Integrated Deepwater System (IDS) will employ a new cutter class – the National Security Cutter (NSC) – which will replace the capabilities and missions of the 378-foot cutter class.

The National Security Cutter was specifically designed to perform Coast Guard missions and will increase operational effectiveness with the following capabilities:

- Upgrades to C4ISR capabilities
- Large hangars that will accommodate a mix of helicopters and VUAVs
- 360° bridge to enhance operational awareness and safety
- Dual gender accommodations to enable flexible crew assignments
- System automation to reduce watchstander workload
- The ability to carry more fuel, personnel, evacuees, and provisions
- Enhanced sea-keeping capability
- Enhanced situational awareness through the Coast Guard Common Operational Picture (COP)
- Increased interoperability with DoD and interagency



USCGC BOUTWELL deploying to the Persian Gulf.

INSIDE THIS ISSUE:

110' to 123' Update	2
Highlights from SNA	2

Recent Quotes

“Wherever I go, I am often asked what concerns me most as Commandant of the Coast Guard. If you want to know what is foremost in my mind, it can be expressed in one simple phrase: Operational Excellence. We must maintain our operational excellence in everything we do.” - Admiral Collins
Coast Guard Academy “Get Blue” 7 Jan 03

“As we attend to this Integrated Deepwater System and truly transform the Coast Guard and modernize and recapitalize not only our surface fleet of a hundred ships...we also have a commitment to ensure the Department of Homeland Security truly is ready to step up to the plate and contribute as it relates to our maritime security and maritime defense needs.” - RADM Stillman
SNA Symposium 17 Jan 03



UPDATE ON THE 110' TO 123' RENOVATIONS

USCGC MATAGORDA is the first 110' WPB to begin the Deepwater modernization process. On 2 February 2003, the CGC MATAGORDA will arrive in Lockport, LA and is scheduled to remain in the shipyard for 8-9 months. In the future, it is anticipated that a 123' will be delivered to the fleet approximately every eight weeks.

The 110' to 123' modernization process will:

- Upgrade, physically renovate and double the service life of the patrol boat.
- Achieve an improved asset within the legacy fleet and will minimize the disruption of Coast Guard operations.
- Extend the length 13 feet for an overall length of 123 feet with a maximum beam of 21 feet and a full load draft of 7 feet.
- Install a stern launch ramp to accommodate the new 7-meter Short Range Prosecutor (SRP).
- Improve crew habitability. The 8-person aft berthing space will be converted to a workspace. Additional berthing will be provided on the main deck with three 2-person staterooms to allow the patrol boat to be dual gender capable.
- Upgrades to the C4ISR suite to provide increased capabilities in communications, detection, and prosecution.
- Refurbish the exterior with shell plate and structural replacement.
- Provide a new superstructure and pilothouse design. Halter Marine will build the superstructure and ship it to Bollinger to install. The renovated pilothouse includes a 360-degree bridge for increased visibility and a 200% increase in available deck space.
- Include an addition of a ship's office with a triage station located on the main deck.
- Renovate the galley and mess deck equipment.
- Install a new tow bitt in conjunction with the new stern configuration.
- Provide the following system enhancements:
 - New steering and hydraulic system;
 - New larger rudders with mechanical seals;
 - Improved mechanical seals on fin stabilizers;
 - No requirement for gasoline storage (new SRP will be diesel-powered);
 - Installed washer and dryer;
 - Additional reefer/freezer installed in the aft workspace;
 - Added storage, relocated magazine and an Engineer watchstanding console in the re-configured aft workspace; and
 - Secure communications space (located in current magazine space)



USCGC MATAGORDA before the Deepwater modernization process.

PROGRAM EXECUTIVE OFFICER SPEAKS BEFORE THE SURFACE NAVY ASSOCIATION (SNA)

On 17 January 2003, RADM Stillman PEO of the Deepwater Program attended a SNA symposium on Sea Enterprise – Naval System Roundtable.

As a member of the Navy panel, RADM Stillman discussed the “intersection” between homeland security and homeland defense and well as the “intersection” between the United States Navy and the United States Coast Guard.

Highlights from RADM Stillman's speech:

“And there is no surprise that the need for the Coast Guard and the Navy to truly be wholly interoperable,

totally non-redundant, and absolutely compatible to attend to the maritime security and maritime defense needs of this nation...”

“I am absolutely convinced that there is a unique opportunity and a durable intersection between the United States Navy and the United States Coast Guard as it pertains to Littoral Combat Ship.”

“I would suggest that the littorals, our maritime littorals, unquestionably are now the marketplace of terrorism and that we have to recognize the transition between homeland security and homeland defense is probably going to take place in seconds or minutes, not hours.”